

PRICE, \$2 PER MONTH.

PRICE, \$2 PER MONTH.

Shipping.

Steamers.
DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY & FOOCROW
The Co.'s Steamship
Haloing
 Captain ROBIN, will
be despatched for the above
Ports TO-MORROW, the 28th Instant,
Daylight.
For Freight or Passage, apply to
DOUGLAS LAIRAIR & Co.,
General Managers.
Hongkong, September 27, 1894. 15

**NAVIGATION COMPANY,
LIMITED.**

FOR LONDON VIA PORTS OF CAL.

The Co.'s Steamship
Oarsa,
J. DAVIS, Command
will be despatched
above on or about the 29th Inst.

For Freight, apply to
ARNHOLD, KARBERG & Co.
Agents.
Hongkong, September 21, 1896. 11

CHINA NAVIGATION COMPANY
LIMITED.


FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY & MELBOURNE.

The *Co. Steamer*
Changsha.
J. E. WILLIAMS, Comr.
above on **SATURDAY, 6th October,**
3 p.m.

to the Superior Accommodation of
by this Steamer. First-class Sal
is situated forward of the Engine
A Refrigerating Chamber ensures
supply of Fresh Provisions 'during
entire voyage. A duly-qualified Surgeon
carried.


For Freight or Passage, apply to
BUTTERFIELD & SWIRE
Agents,
Hongkong, September 24, 1894.

STEATH LINE OF STEAMERS.
FOR NEW YORK VIA SUEZ CANAL
The Steamship

 **CORMACK & CO.** COMMERCIAL
The above Port on or about **WEDNESDAY**
the 10th October.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.
Agents.
Hongkong, September 18, 1894.


Sailing Vessels.

FOR NEW YORK.
The **A.T. American Ship**
Wandering Jew
Capt. NIXON, shortly expected.



and will have quick despatch.
For Freight, apply to
SIEMSEN & CO
Hongkong, September 22, 1894.

FOR NEW YORK.
The 3/3 L.I.I. Amer. Bar
George S. Homer,
HUMSON, Master, will load
for the above Port, and
have quick despatch.
For Freight, apply to
SHEWAN & CO
Hongkong, August 20, 1894.


 FOR NEW YORK.
 The *S/S A.I.I. Amantia*
Singapore
 will load for the above
 and have quick despatch.
 For Freight, apply to
 SIEMSEN &
 Hongkong, August 22, 1894.

Notices to Consignees
 FROM HAMBURG, PENANG &
 SINGAPORE.
 THE *S.S. Oceana*, Captain J. Buss

Consignments of Cargo are hereby required
to send in their Bills of Lading for con-
signatures by the Underwriter, and to
immediate delivery of their Goods
alongside.

Optional Cargo will be forwarded
notice to the contrary be given before
To-day.

Cargo impeding her discharge
be landed into the Godowns of the
KONG & KOWLOON WHARF & GODOWN CO.
and stored at Consignee's risk and expense.
No Claims will be admitted after
Goods have left the Godowns, and all
remaining undelivered after the 28th
will be subject to rent.

All claims, losses or damages
must be notified to the Surveyors

be examined on the 28th Inst., at 3 p.m.
No Fire Insurance has been effected.

**SIEMSEN &
Agents.**

Hongkong, September 21, 1894.

Insurance.

**THE MELBY FIRE INSURANCE
COMPANY, LIMITED,
OF TOKYO.**

THE AGENCY of the above-
Company having this day
TRANSFERRED to the Underigned, I

FIRE at Current Rates.
For the **MIITSUI BUSSAN KAI**
K. FUKUI,
Manager.
Hongkong, July 2, 1894.

inety- *The Friend of India* has discovered that Canton flower-boats were burned in Ho

MAJOR F. W. BONNET, R.E., has been appointed to the command of the Field Depot Royal Engineers at Aldershot.

FOOT-AND-MOUTH disease has broken out amongst the cattle at Penang. In one herd of 140 animals, 93 were suffering from the disease.

ONE of the Japanese native papers apologized to Lord Radolph Churchill because their present war may appear to render the Japanese less cordial in their hospitality to him.

It was being rumoured in home naval circles that either the *Gibraltar* or the *Merch* would pay off after the manoeuvres and recommission as an extra ship for the China Station under Capt. E. S. For, who recently brought out H. M. S. *Centurion* and took home H. M. S. *Amphion*.

OUR usually careful contemporary *Indian Engineering* jumps to the conclusion that because Hongkong is to have a British dollar we are also going to re-establish the mint. Our contemporary is also mistaken when it states 'the smaller silver coin now current in the British Settlements and the East are all English minted.' The general complaint is that the current subsidiary coinage of Hongkong is not English minted. It is the Chinese mint that keeps going with Chinese five, ten and twenty-cent pieces.

It was Captain Rumsey, our Herber-Master, who suggested at the last Legislative Council meeting, that the Chinese Commission to investigate Tainghang might be made up of experts from India. It may be Capt. Rumsey spoke from the fulness of knowledge of Indian sanitary experts, but it may be that he spoke from—well, say an absence of knowledge of the sanitary papers he has to hand, we learn that India is sending elsewhere for them. We have seen, as yet, no suggestion that Hongkong might be asked to supply the want.

MADAME Tussaud's manager wrote recently to M. Gaillon, the Mayor of Lyons (who is in possession of the carriage in which President Carnot was assassinated at the town), asking if the carriage could be bought for 50,000 francs in order to maintain it

to M. Gailleton, the Mayor of Lyons (who is in possession of the carriage in which President Carnot was assassinated at this town), asking if the carriage could be bought for 50,000 francs in order to maintain the completeness of the world-famed Chamberlain of Horrors, which is quite a historical treasure-room. The *Progres de Saïgon*, noting this, makes sarcastic remarks about British cheek, and adds that of course the Lyons municipality will retain the carriage. We hardly see what good they will get by keeping it; the French have been talking a lot about the evils of advertising Americanism in their country. Besides, the carriage is no good except either to drive in or to look at, and the Mayor may be presumed to have no such irrelevant intention as to drive in it, while on the other hand, if a Municipality has no right to go into the "show business," to the exhibition of legitimate professions. Moreover, there can be no cheek in wishing to add Carnot's carriage to such things as Guy Fawkes' lantern at King Charles's block. Lastly, Madame Tussaud's "Flesh-baiter" has been

THE globe-trotting tramp business is now yet stopped; and the tramps always professed to be newspaper men—which would be a slur on the press of any country but America. An improvement, however, is being introduced in the direction of making the 'round-the-world-on-cheek' people do something in the way of work. They start out professing that they are willing to work, but hitherto they have usually found people willing to support them in idleness. The natural result is working itself out. The people are getting tired of having the foolish charity imposed on, and are beginning to realise what large numbers of lazy people will make calls on them if they do not draw the line. So the line is being drawn, tardily it is true, and it is bound to become a hard and fast one. A report from Toledo, Ohio, dated August 26, says: "Paul Jones, the Boston

newspaper man, who is going around the world on a wage of \$5000 [good old cheaters out!] struck this city yesterday and immediately hunted a job. He started on a long trip last February, and one condition is that he must earn every cent of his expenses en route. In fact, he was taken to a club-room in the Hub and stripped to the skin. He started out on the journey clothed in a suit made of newspapers, gave a lecture and bought some clothes with the proceeds. He lectured to-night in the reading-room of the Hoody House and will go to work on the Exposition here for a dry goods store until he has sufficient money to warrant him in making another start. He sells his photographs and autographs, and says that he is doing very nicely, although he has been twice arrested since he left Boston. If he carries out his alleged intention honestly earning his expense, it will be a redeeming feature; but it will at once raise the trip of all novelty. Thousands of people have gone round the world earning their living; and there is no special feat about this man except his piratical name.

Mails.

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP
COMPANY.VIA INLAND SEA OF JAPAN AND
HONOLULU.

Proposed sailings from Hongkong.
China (via Nagasaki, Kobe, Inland Sea and Yokohama) ... TUESDAY, Oct. 2, at 1 p.m.
Pau (via Nagasaki, Kobe, Inland Sea and Yokohama) ... SATURDAY, Oct. 20, at 1 p.m.
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea and Yokohama) ... WEDNESDAY, Nov. 7, at 1 p.m.

THE U. S. Mail Steamship CHINA will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on TUESDAY, the 2nd October, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.
Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.
Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM,
Acting Agent.
Hongkong, September 20, 1894. 1513

Occidental & Oriental Steam-
Ship Company.TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIATHE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

Proposed sailings from Hongkong.
Belgia (via Nagasaki, Kobe, Inland Sea and Yokohama) ... WEDNESDAY, Oct. 10, at 1 p.m.
Oceanic (via Nagasaki, Kobe, Inland Sea and Yokohama) ... TUESDAY, Oct. 30, at 1 p.m.
Gaelic (via Nagasaki, Kobe, Inland Sea and Yokohama) ... TUESDAY, Nov. 20, at 1 p.m.

THE Steamship BELGIC will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on WEDNESDAY, the 10th October, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM,
Acting Agent.
Hongkong, September 13, 1894. 1476

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,

MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX;
ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 3rd October, 1894, at Noon, the Company's S.M. NATAL, Commandant Le Gall, with MALES, PASSENGERS, SPORE, and CARGO, will leave this Port for the above places.
Cargo and Spoils will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 p.m. Socio and Parcels until 3 p.m. on the 2nd October, 1894. (Parcels are not to be sent on board; they must be left at the Agent's Office).
Contents and value of Packages are required.
For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, September 20, 1894. 1512

NORDDEUTSCHER LLOYD
NOTICE.STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS.

ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 15th day of October, 1894, at 3 p.m., the Company's S.S. DARMSTADT, Capt. D. HOFMANN, with MALES, PASSENGERS, SPORE, and CARGO, will leave this Port as above, calling at Naples and Genoa.
Shipping Orders will be granted till Noon, on SATURDAY, the 13th October, Cargo and Spoils will be received on board until Noon, on MONDAY, the 15th October, and Parcels will be received at the Agency's Office until Noon, on MONDAY, the 14th October. Contents of Packages are required. No Parcel Receipts will be signed at less than \$2, and Parcels should not exceed Two Feet Cubic in measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewards.
Lines can be washed on board.
For further Particulars, apply to
MELOHERS & Co.,
Agents.
Hongkong, September 22, 1894. 1531

Intimations.

A CURE FOR ASTHMA!!!
GRIMAUD'S
Indian Cigarettes.

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of Voice, Nervous Coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal Affections, and Difficulty in Expectoration, are promptly relieved by these Cigarettes.
GRIMAUD & CO., Paris. Sold by all Chemists.

GRIMAUD'S
Matico Capsules
AND INJECTION.

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges. These Capsules, unlike Copaliba, have not the inconvenience of producing Nausea.
MATIO INJECTION is used in recent GRIMAUD & CO., Paris. Sold by all Chemists.

For Sale by A. WATSON & Co., Chemists.

It is very difficult
to convince
children that
a medicine is
"nice to take"
—this trouble
is not experi-
enced in ad-
ministering
Scott's Emulsion

of Cod Liver Oil. It is almost as palatable as milk. No preparation so rapidly builds up good flesh, strength and nerve force. Mothers the world over rely upon it in all wasting diseases children are heir to.

Sole Agent for China and Hongkong:
CHIAN A FOOK, at WATKINS & Co.,
Hongkong.

ANY Cash-off Cheques, Books, or PAPERS will be thankfully received at the Sailor's Home, West Point.
Address: Care of SUPERINTENDENT.

To Let.

TO LET.
N.O. 2, MOUNTAIN VIEW, The Peak, A FIVE-ROOMED HOUSE.
Apply to
Y. Y.
Care of THIS PAPER.
Hongkong, September 10, 1894. 1462

TO LET.
D WELING HOUSES—
"HIGHER" at MAGAZINE GAP.
No. 1, RIFON TERRACE.
No. 8, OLD BAILEY.
No. 9, CHANCERY LANE.
FLOORS IN BLUE BUILDINGS.
FLOORS IN EGIN STREET, PEEL STREET and STATION STREET.
FLOORS IN No. 5, SHELLEY STREET.

OFFICES—
PRAYA CENTRAL, OVER MESSRS. DODGINS LAFRAIR & Co.'s.
GODOWN—
BLUE BUILDINGS.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, September 6, 1894. 15

TO LET.
From 1st October.
"GREENMOUNT," CAINE ROAD—8 ROOMS.
For Particulars, apply to
MESSRS. GILMAN & Co.
Hongkong, September 18, 1894. 1504

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PRAYA CENTRAL, OVER MESSRS. DODGINS LAFRAIR & Co.'s.
GODOWN—
BLUE BUILDINGS.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, September 6, 1894. 15

TO LET.
From 1st October.
"GREENMOUNT," CAINE ROAD—8 ROOMS.
For Particulars, apply to
MESSRS. GILMAN & Co.
Hongkong, September 18, 1894. 1504

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MESSRS. GILMAN & Co.
Hongkong, September 18